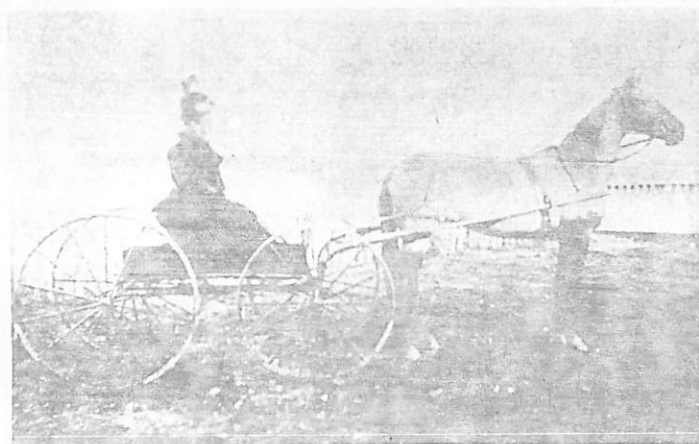


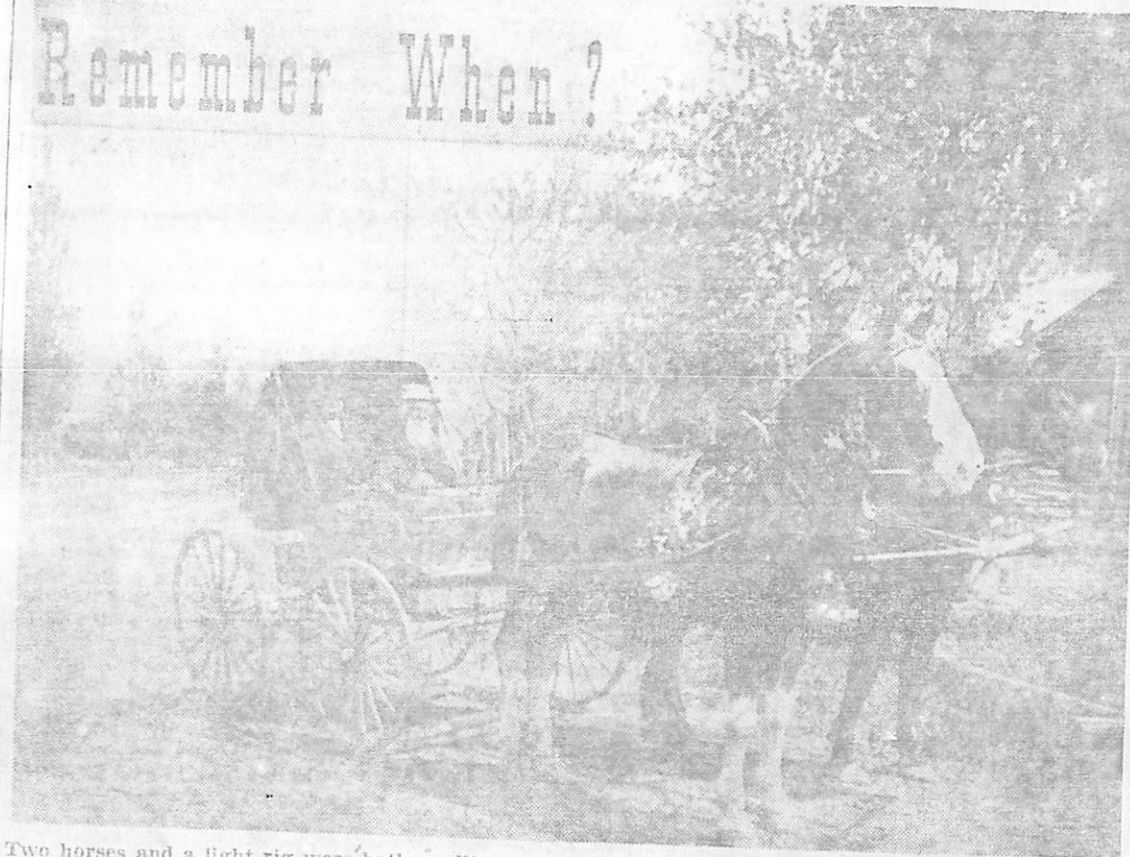


By Horse + Buggy
= Open +
Closed



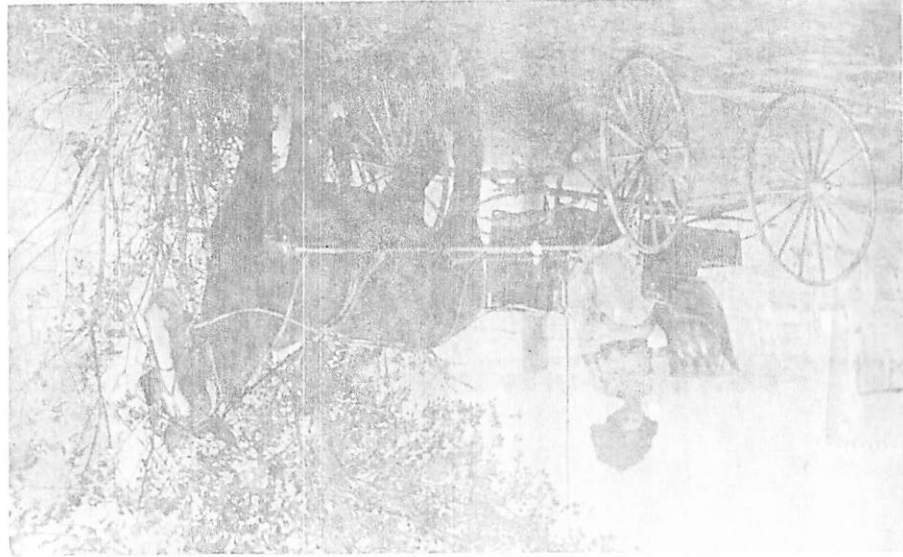
This was one of the classy rigs of the Gay Nineties. At the right is gentleman's outfit. Either one was adaptable to romantic moods of younger couples of period.

Remember When?

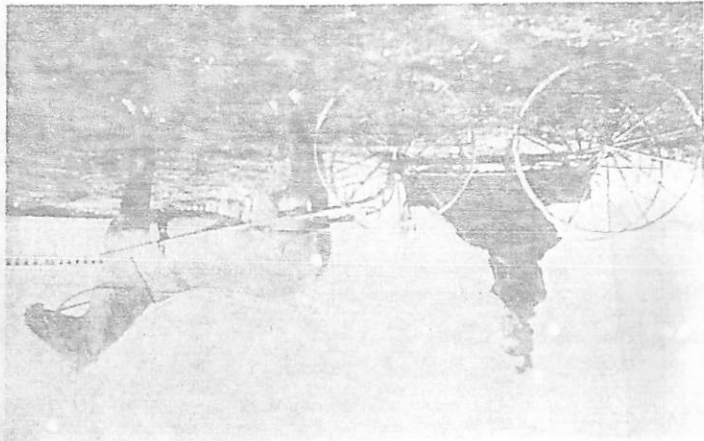
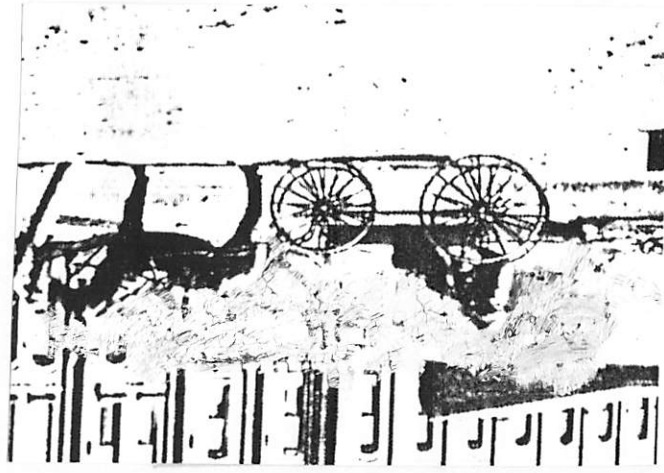


Two horses and a light rig were both quality and style. A dashboard was just the plain front part of a buggy with perhaps just a whip socket and a hand hole for convenience. Speedometers and the like were not put on until the trotters

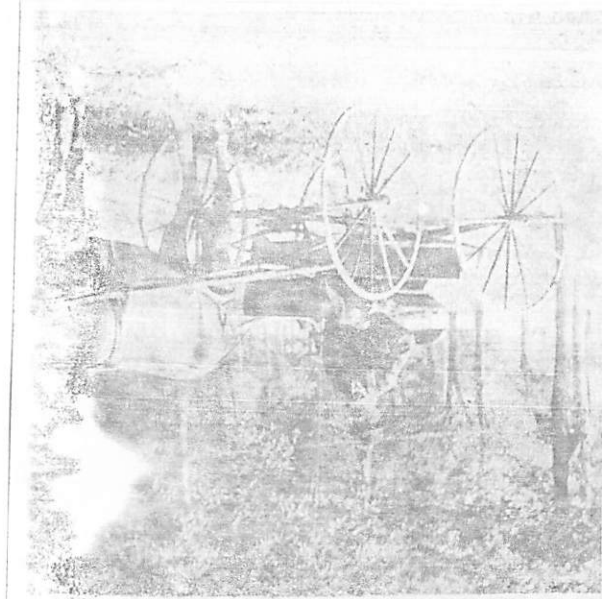
were left off. The man with the white beard was Matthew Caldwell, a member of the Mormon battalion and an early settler of Vernal. His son, Washington Caldwell, was the driver. Photo was taken in '90s a few miles west of Vernal.



In high style for her day is Mrs. Simon Epperson shown here with the popular horse "Skipper" known throughout Wasatch County. She is seated in a buggy from her husband's livery stable. The photograph was taken in 1911.



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Horse & Buggy

DESERET NEWS, SUNDAY, JULY 22, 1984 **B 5**

COUNTRY FURNITURE

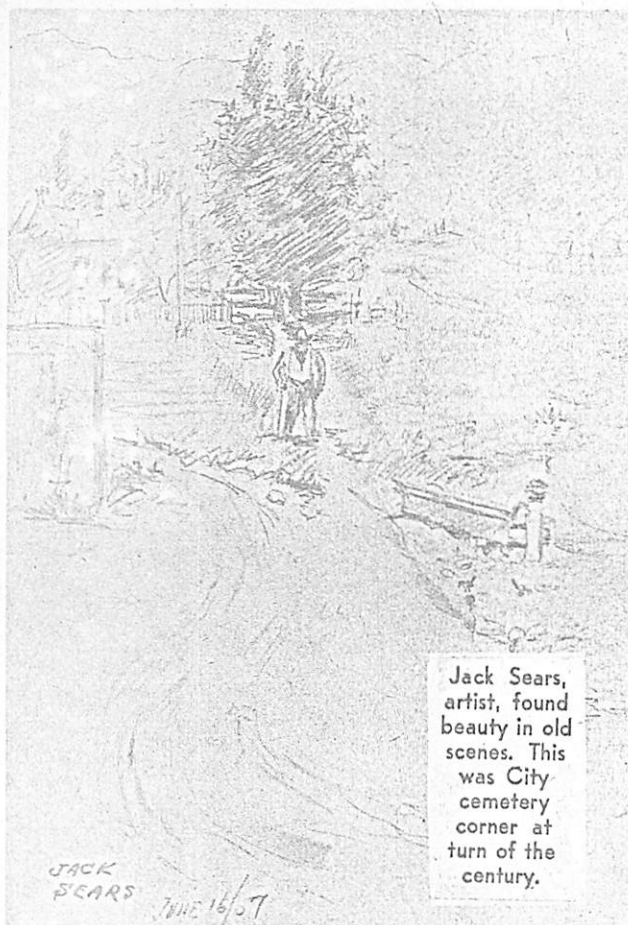
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IN
YOUR...**



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UTAH'S LARGEST COUNTRY STORE
GIFTS & FURNITURE**

IN THE HISTORIC OLD GARDNER MILL 1095 W. 7800 So.

Horse and Buggy Days



Jack Sears, artist, found beauty in old scenes. This was City cemetery corner at turn of the century.

HORSE and buggy days—the good old days have gone forever. Oldtimers witnessed the passing of Old Dobbin with a tear and a heartache. It meant the passing of an age, the end of a glamorous group of memories attached to horses. In those rugged days of desert and plains, a man's horse was his dearest possession.

In pleasure or work, the horse of yesteryears was foremost in the picture. Horses, horses, horses! They were the first requisite of travel, the bulwark of transportation. Old time residents looked to the horse for speed or heavy drags.

Early-day race tracks featured them as one of the pioneer sports. Pioneer racing featured harness events. Pacing and trotting contests were conducted frequently. Men boasted of their horse-

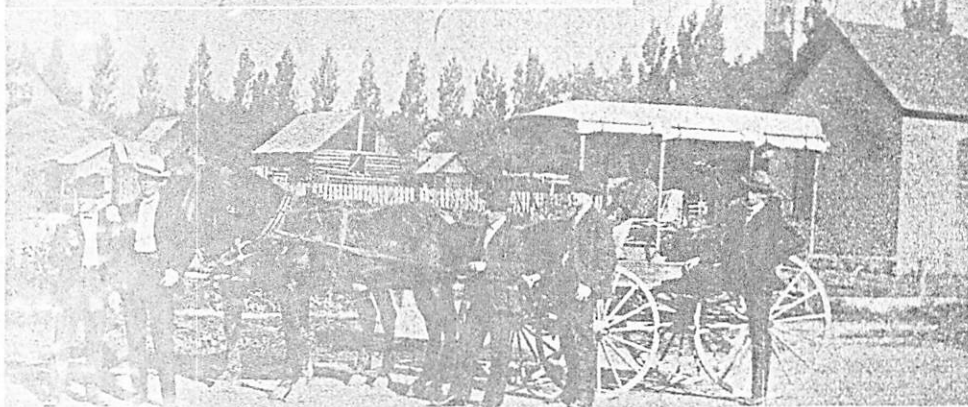
flesh, took pride in their feats at the track, enjoyed the races.

Ever faithful, he seldom failed his trust. Worked with a team-mate, tandem or double. Four to 10-horse teams, on heavy loads, made tangible, visible horsepower.

They were the life blood of cities and towns. Business revolved around them. They worked in all manners of vehicles, from one-horse two-wheeled carts to 40-passenger transfer wagons. In harness or under saddle, man's best friend was his horse.

Gone too, are the associations of those days. Livery stables, watering troughs, dashing fire and police equipment are no more. The village smithie, the harness maker are making their last stand.

The White Wings, important branch of city service, have dwindled to nothing. Only a few work where scores were busy before. All have yielded to the relentless march of time and progress. The Horse and Buggy days, funny, perhaps to the younger generation, but near and dear to the heart and life of their elders who have trod the years of the century.



Nothing like a day in the country in an old buckboard. Good for fishing or hunting, or just plain travel, this vehicle

was common in the early days. It had canvas curtains, suggestive of Venetian blinds, to shut out wind and weather.



Big transfer wagons like this met all trains, hauled passengers to town and hotels. It was used extensively for Sun-

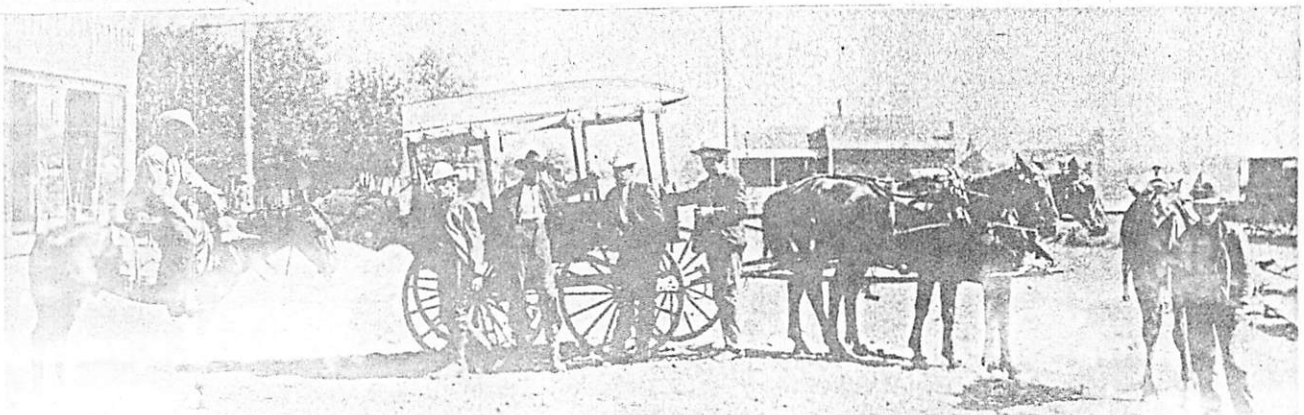
day school picnics, seated as many as forty at a time. Four and six-horse teams hauled the load. No flat tires.



Women kept to one side in those days. Side saddles are, among the relics now!



Here's a watering trough with artistry. Now, it's only a monument to Old Dobbin.

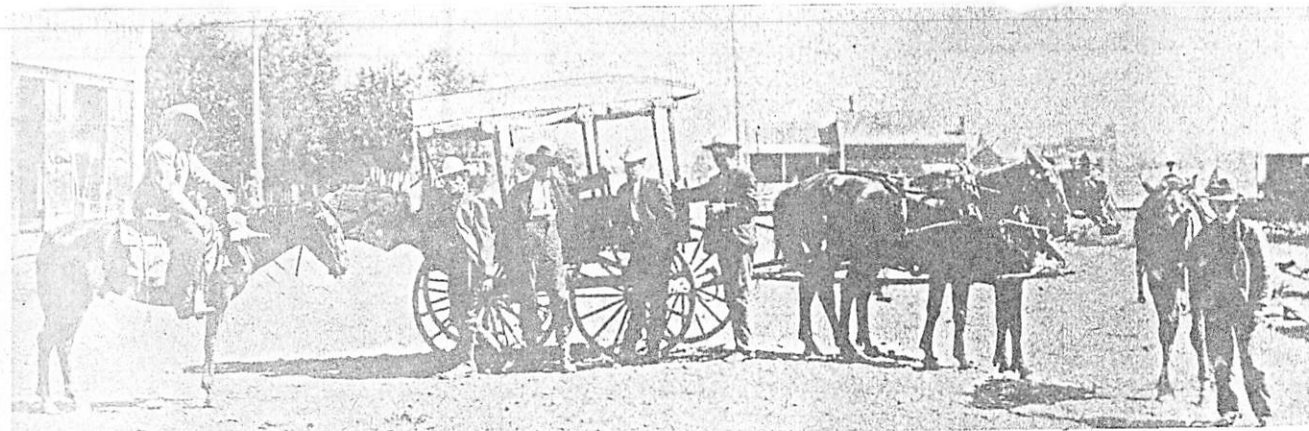


The White miliary sight the horses

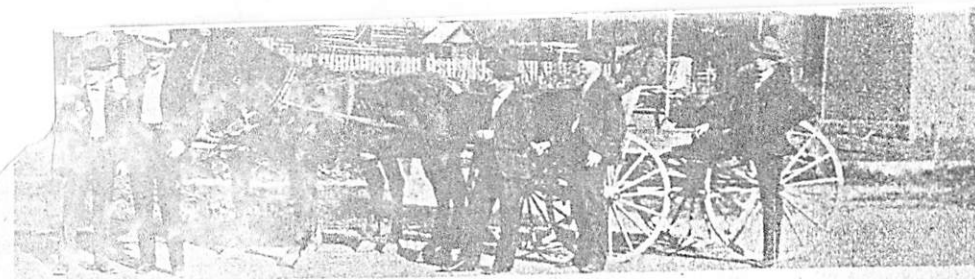


This was o At the igh able to r





What's so different about this one and the buckboard? Well, this one had springs, the pneumatic cushions of the "Dirty Half Dozen," they called us, times. This was a Salt Lake outfit, on tour in Idaho. Told fishing tales.



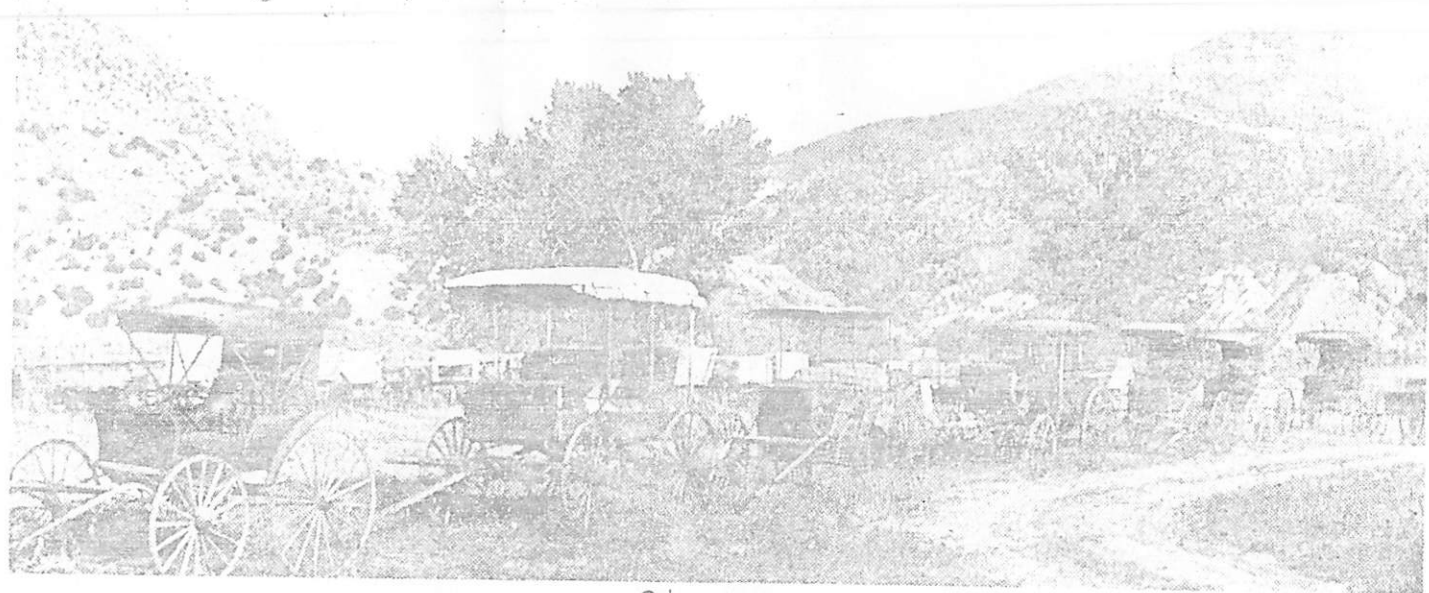
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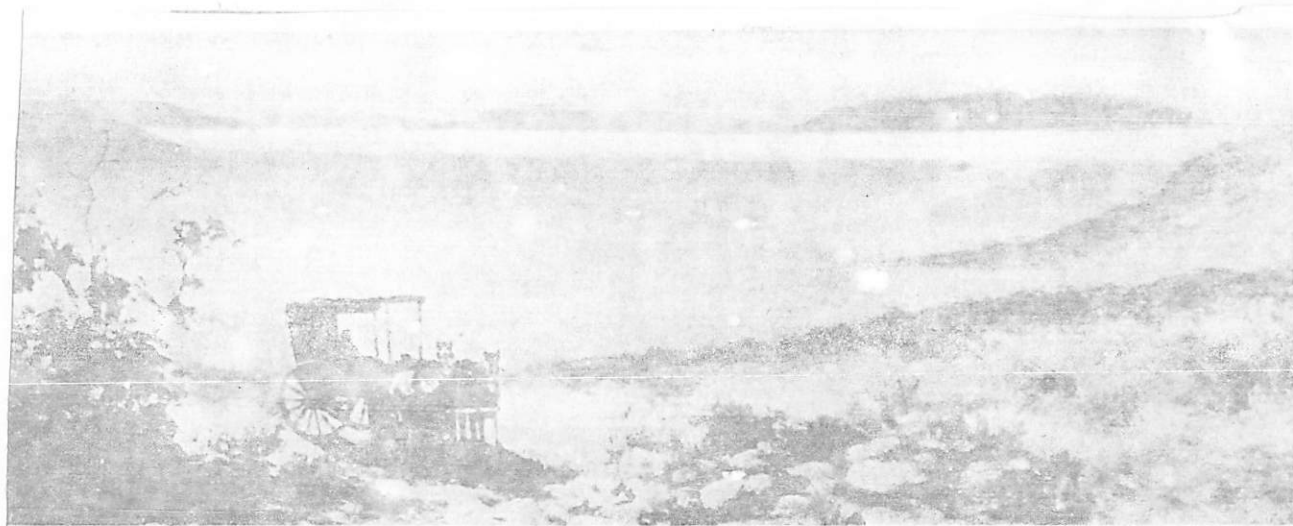
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day school picnics, seated as many as forty at a time. Four and six-horse teams hauled the load. No flat tires.



Other types

Other types of conveyances were: the buck-board; the fringe-topped Surrey; the phaeton; sedan; rig cart; sulky; buggy.



Brigham Young, ill of mountain fever, traveled in rear of group in Wilford Woodruff's carriage. He first saw the valley at noon, July 24, 1847.